

LISTING OF THE CLAIMS:

The listing of claims will replace all prior versions, and listings, of claims in the application.

Listing of Claims:

Claims 1-7 (canceled).

8. (Previously Presented) A method for controlling an internal combustion engine, comprising:

determining, based on performance characteristics, a first quantity characterizing an actual injected fuel amount and a second quantity characterizing a desired fuel amount to be injected;

comparing the first quantity to the second quantity; and

defining, based on a result of the comparison, a first correction value for correcting a fuel amount and a second correction value for correcting an air amount, wherein the first correction value is limited to a selected maximum value.

9. (Previously Presented) The method as recited in Claim 8, wherein at least one of the first correction value and the second correction value is adapted.

10. (Previously Presented) The method as recited in Claim 8, wherein the maximum value is selected based on the performance characteristics.

11. (Previously Presented) The method as recited in Claim 8, wherein at least one of the first correction value and the second correction value is saved as a function of the performance characteristics.

12. (Previously Presented) The method as recited in Claim 8, wherein the second correction value is time-delayed with respect to the first correction value.

13. (Previously Presented) The method as recited in Claim 8, wherein cylinders of the internal combustion engine are divided into at least two groups, and wherein different, second correction values are defined for the at least two groups of cylinders.

14. (Previously Presented) A device for controlling an internal combustion engine, comprising:

a control unit for controlling the following:

determining, based on performance characteristics, a first quantity characterizing an actual injected fuel amount and a second quantity characterizing a desired fuel amount to be injected;

comparing the first quantity to the second quantity; and

defining, based on a result of the comparison, a first correction value for correcting a fuel amount and a second correction value for correcting an air amount, wherein the first correction value is limited to a selected maximum value.